

# BookletChart<sup>TM</sup>

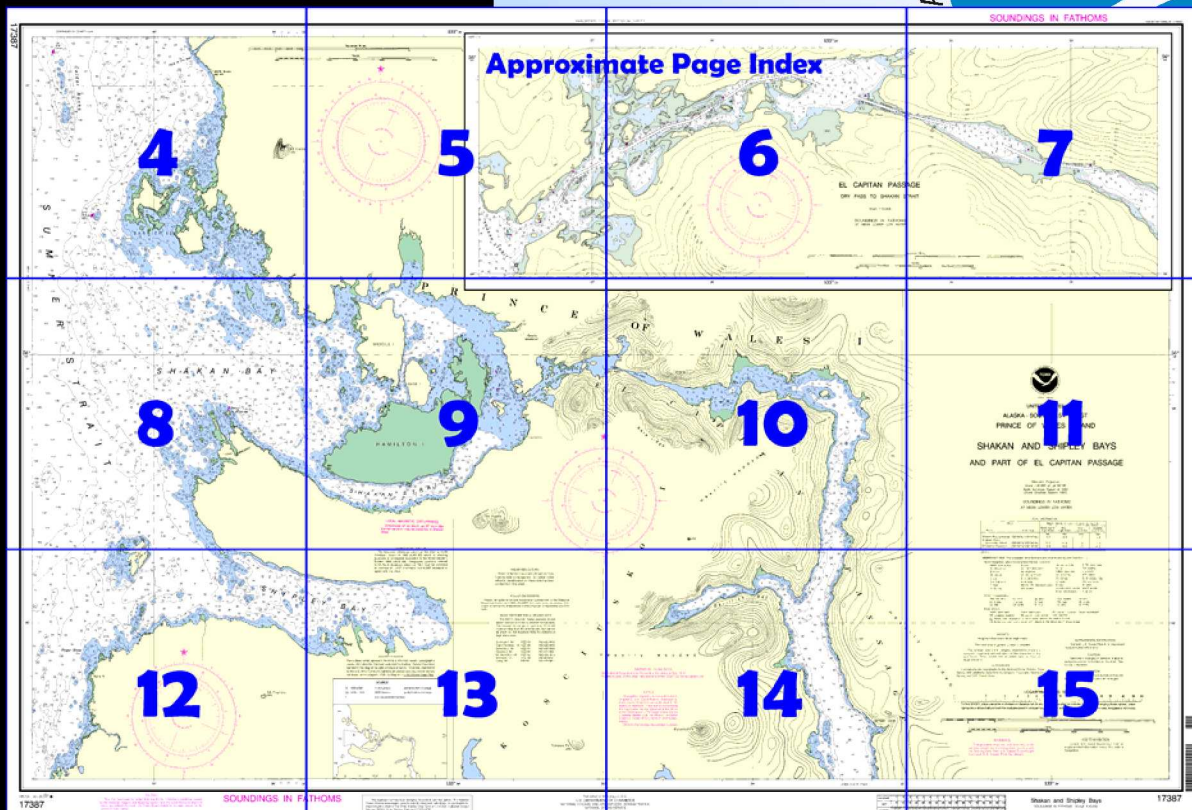
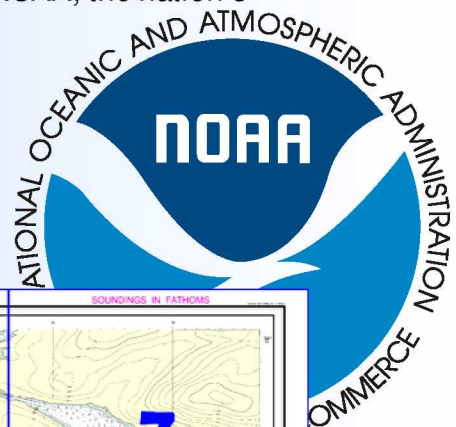
## Shakan and Shipley Bays

(NOAA Chart 17387)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 8, Chapter 6 & 7 excerpts]**

(552) **Sarheen Cove** (56°03.0'N., 133°15.9'W.) is on the E shore of El Capitan Passage about 5.3 miles N of Sarkar Cove (see chart 17403) and about 6 miles S from Anesket Point. Depths of 8 to 10 fathoms were found within the cove except toward the head where it is shoal.

(553) **Devilfish Bay** is on the W side of the passage about 3 miles NNW of the entrance to Sarheen Cove and 3.5 miles S of Anesket

Point. The bay consists of two parts connected by a narrows; the E part has depths of 34 to 52 fathoms at the entrance, shoaling to 7½ fathoms about 0.1 mile from the narrows. The bight in the N corner of this part of the bay is shoal.

(554) The narrows, about 170 yards wide, expands into an arm with depths of 7½ to 18 fathoms at midchannel to within 0.8 mile of the head.

About 0.5 mile from the head of the arm, in midchannel, is a submerged rock with ¾ fathom over it. The narrows is constricted by a rock in midchannel, awash at high water. Depths of 3½ fathoms W and 5 fathoms E of the rock were found, but the channel should not be attempted until seen at low water. Currents of 2 to 3 knots were observed in the vicinity of the rock.

(555) **Anesket Point**, bold and wooded, is on the W side of the passage where its trend turns from N to W. N from the point is a wooded island that may be passed on either side.

(2) **Sumner Strait** is one of the great inlets into southeastern Alaska from the sea. The strait has three entrances. The main entrance from the sea, between Coronation Island and Warren Island, is about 5.8 miles wide. Warren Channel, the entrance E of Warren Island, between it and Cape Pole, is about 1.2 miles wide and is used by vessels bound to and from Davidson Inlet and Bucareli Bay. Decision Passage, the entrance between Cape Decision and the Spanish Islands, is about 1 mile wide and is used by vessels bound to and from Chatham Strait. These entrances are described under separate headings.

(112) **Ruins Point** (56°04.0'N., 133°42.0'W.), 8 miles NNE of Cape Pole (chart 17402), is on the S side of the entrance to Shipley Bay. The point is poorly defined and has no prominent features. **Finger Shoal** and other foul ground extend about 0.5 mile from the shore in the vicinity.

(113) **Shipley Bay**, entered about 2 miles NE of Ruins Point, has good anchorage available at the head. **Bluff Island**, 200 feet high and wooded, is in the middle of the entrance. The vertical E face is a rookery for sea birds; the W side has gradual slopes. Islets and rocks extend about 0.4 mile from the W extremity of the island.

(114) The S approach to Shipley Bay extends between the S tip of Bluff Island and a tiny islet 0.5 mile N of the S shore. The area between the islet and the S shore is mostly foul, and passage should not be attempted except by small craft with local knowledge. A rock awash at minus tides is 1 mile SE of the S tip of Bluff Island; navigable water extends on all sides of this rock that is surrounded by thick kelp and is easily distinguishable at all stages of tide during summer. From a small wooded islet on the N side of the entrance, foul ground extends for about 0.7 mile SE. This constricts the passage to a width of only about 0.5 mile along the S shore. E of this point, however, the bay is generally clear, although the depths are irregular and there are several rocks 100 to 200 yards off the S shore.

(115) About 4 miles from the entrance, the bay is constricted by a promontory jutting out from the S shore. A small wooded islet surrounded by foul ground is off the point. W of the point is a large bight in which are two islands. Anchorage in 3 to 10 fathoms is available in the bight W of the islands; poor holding ground. Winds are reported to draw with great force through the gap to the S during SE storms.

(116) The best anchorage is near the S shore at the head of the bay, just E of the point 1 mile from the head of the bay, in depths of 15 fathoms, mud bottom, and good holding ground. A small cove just W of the point is suitable for small craft; depths are 3 to 5 fathoms, mud and sand bottom.

(117) Shipley Bay may be entered safely from either side of Bluff Island.

(118) **Shakan Bay** is on the E side of Sumner Strait about 6 miles NNE of Ruins Point. The bay, including Shakan Strait, is circular in shape. Its entrance is between Shakan Island on the S and the Barrier Islands on the N. The center of the bay is almost filled with islands. At the E extremity of Shakan Strait, the bay connects with El Capitan Passage.

(120) **The Nipples**, 1 mile SE of Shakan Strait, and Mount Calder, N of the bay and 2 miles NE of Barrier Islands, are good landmarks for the bay.

(124) **Hamilton Island, Middle Island, Divide Island, and Fontaine Island** are heavily wooded islands in the center of Shakan Bay. Of the several passages between and around them, Shakan Strait is the principal one; the others are used only by small craft with local knowledge. Good anchorage, with mud bottom, in 8 to 9 fathoms, was reported 0.3 mile S of Fontaine Island in about 56°08'36"N., 133°28'33"W.

# Table of Selected Chart Notes

**HEIGHTS**  
Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:40,000 at Lat. 56°08'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FATHOMS**  
**AT MEAN LOWER LOW WATER**

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 8 for important supplemental information.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sukkwai I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz

**LOCAL MAGNETIC DISTURBANCE**  
Differences of as much as 6° from the normal variation may be expected in Shakan Strait.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.310" southward and 6.235" westward to agree with this chart.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**CAUTION**  
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rat rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(Lat/Long)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Shakan Bay Entrance	(56°08'N/133°37'W)	11.7	10.9	1.4	-4.0
Shakan Strait,					
Kosciusko Island	(56°08'N/133°28'W)	11.7	11.0	1.3	-4.0
El Capitan Passage	(56°04'N/133°19'W)	10.8	10.0	1.3	-4.0

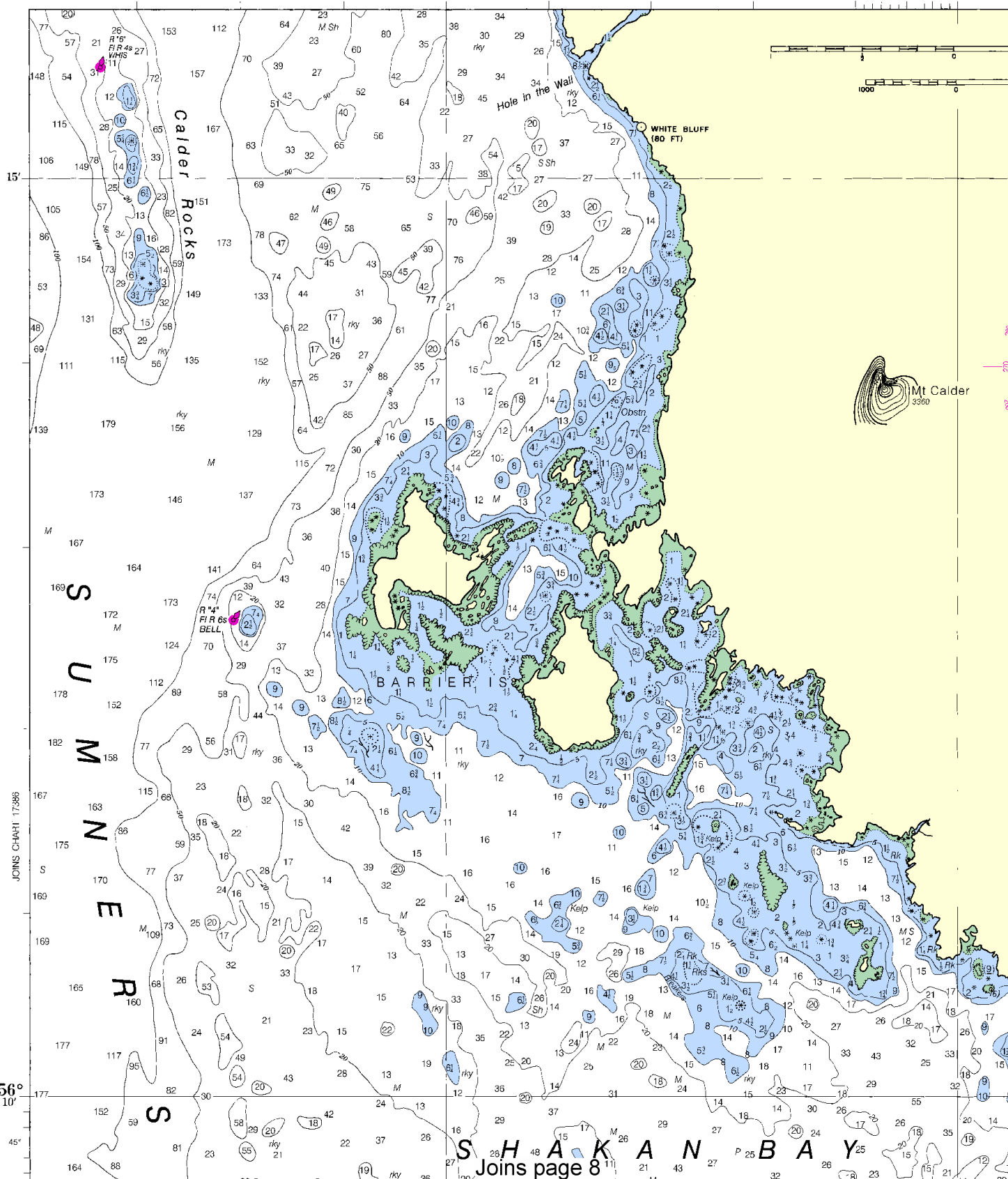
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CONTINUED ON CHART 17378

40'

36' 45' 30' 15' 35'



JOINS CHART 17386

Joins page 8

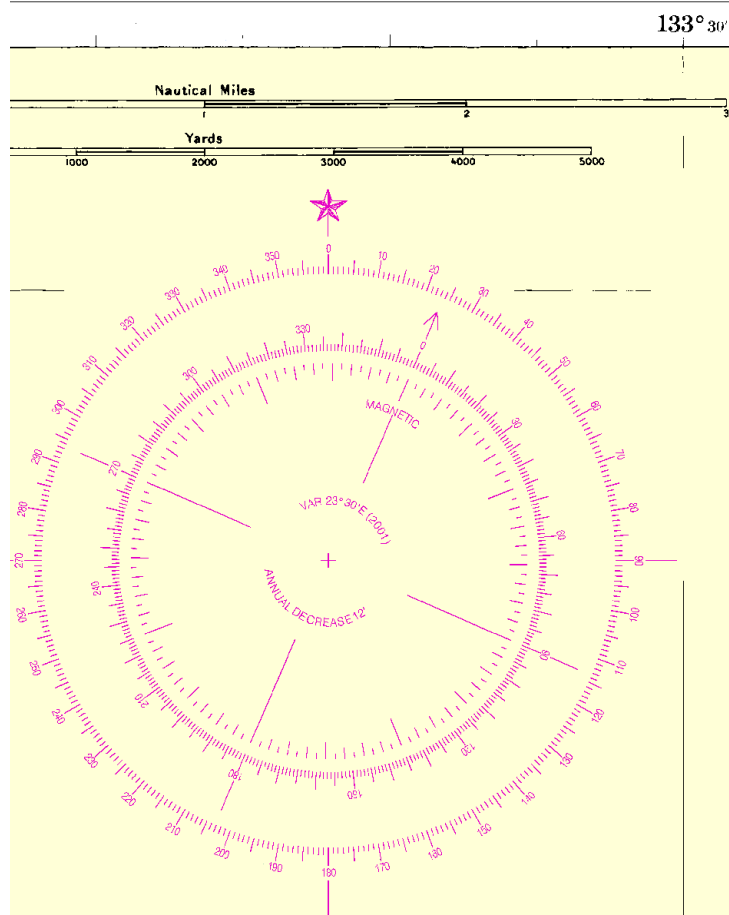


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

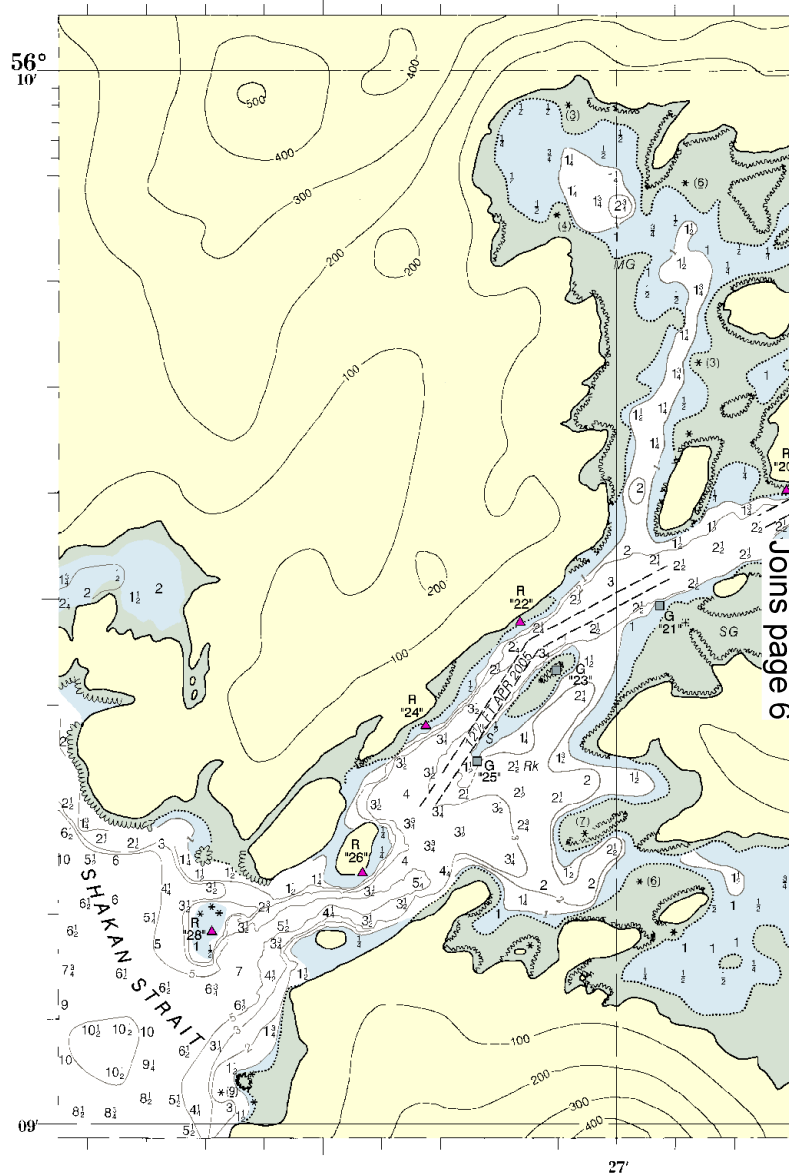




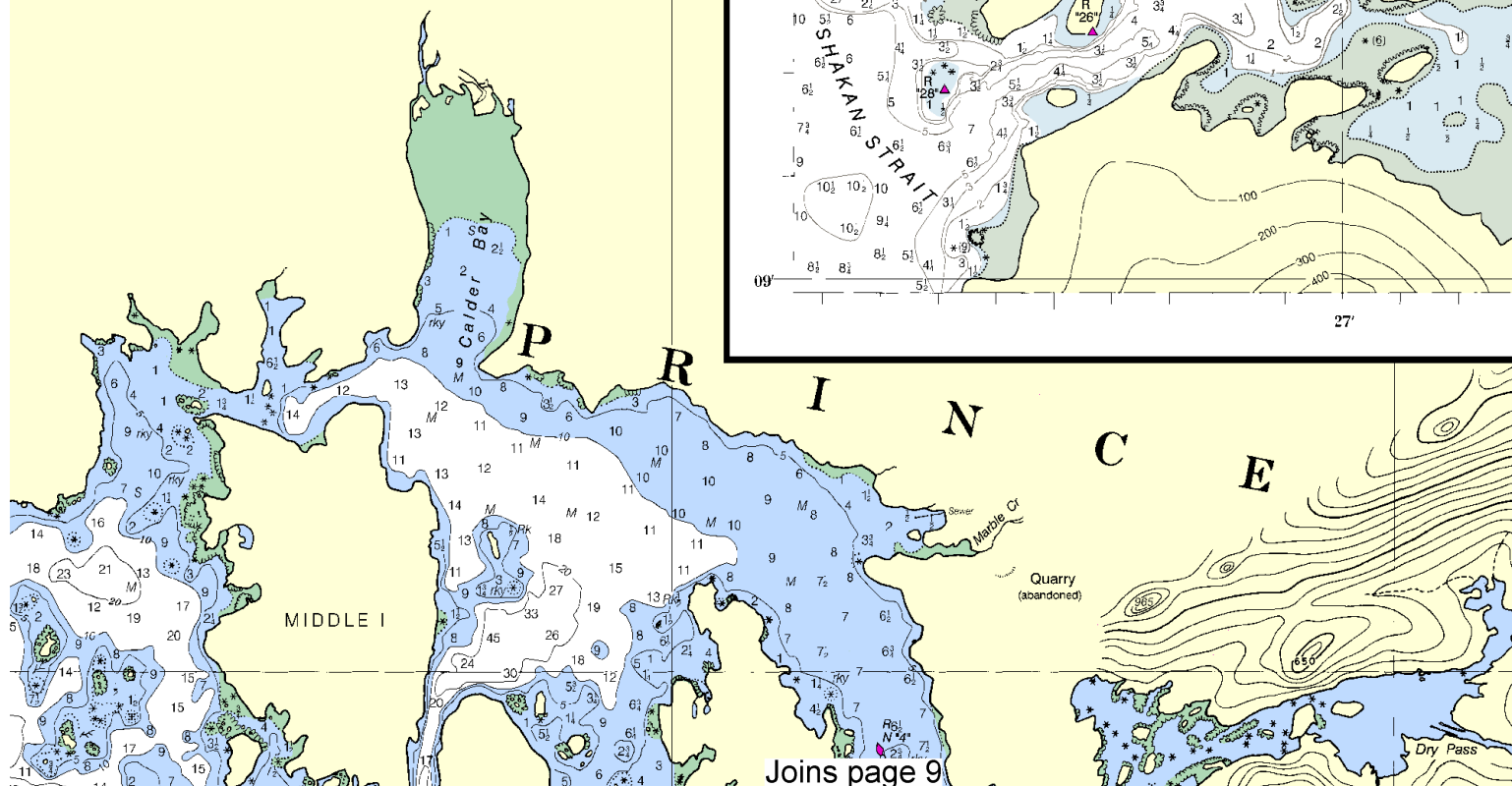
KAPP 2714

56° 10'

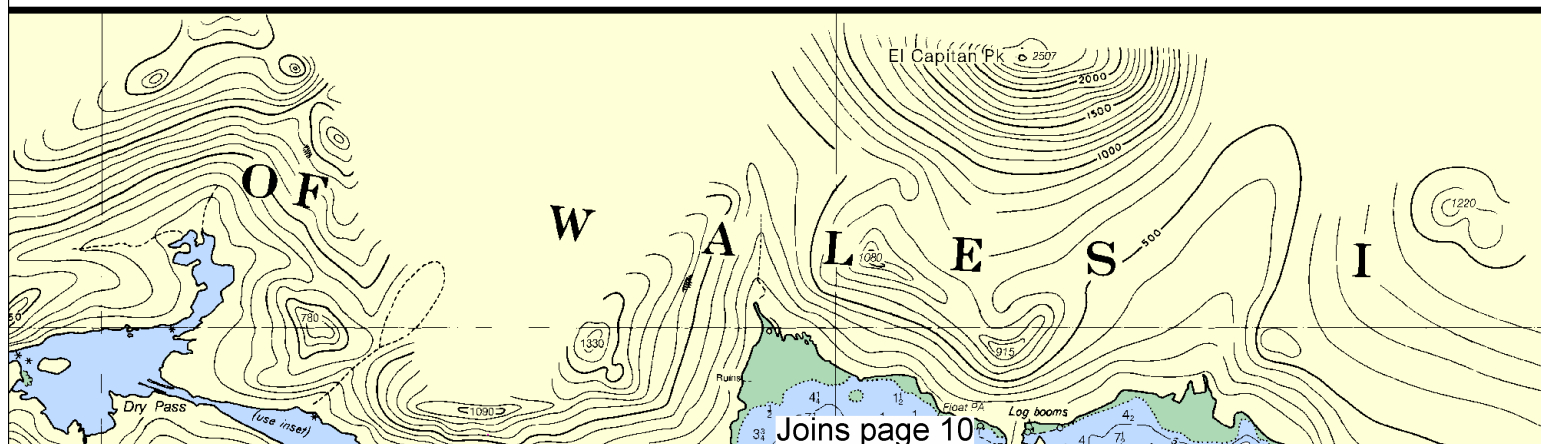
27'



Joins page 6



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale.

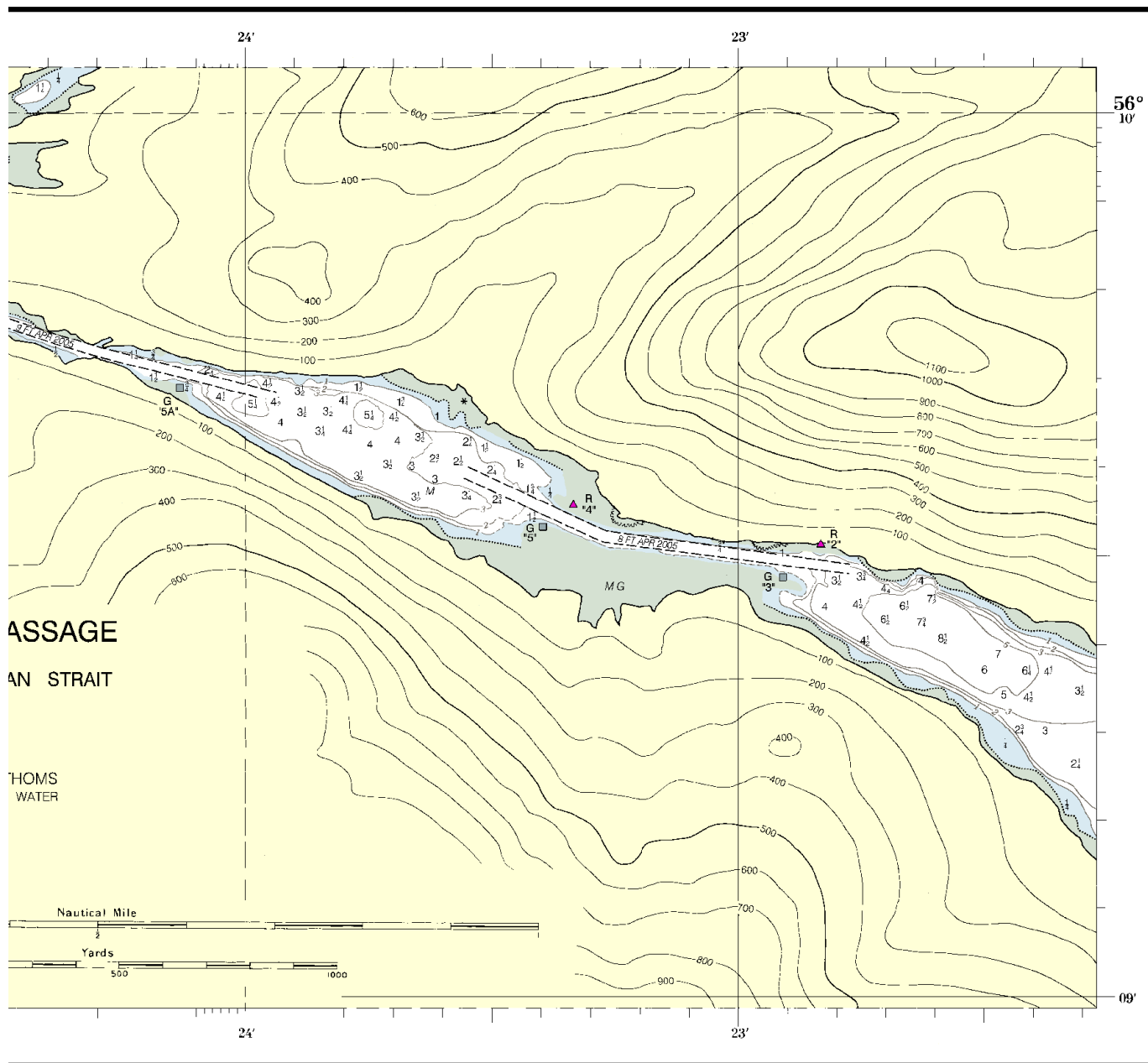
~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.



# SOUNDINGS IN FATHOMS

Nautical Chart Catalog No. 3, Panel Q

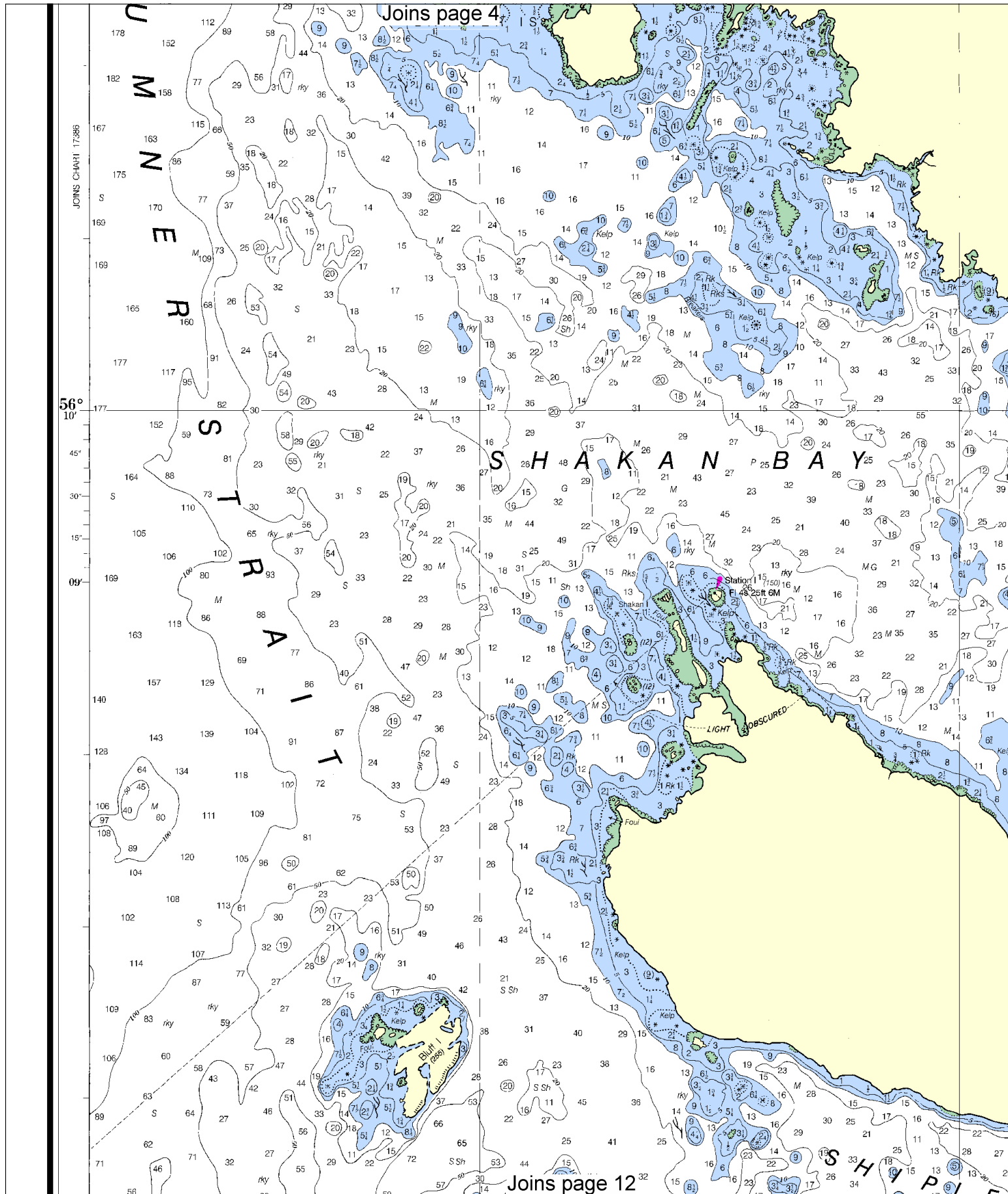


Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

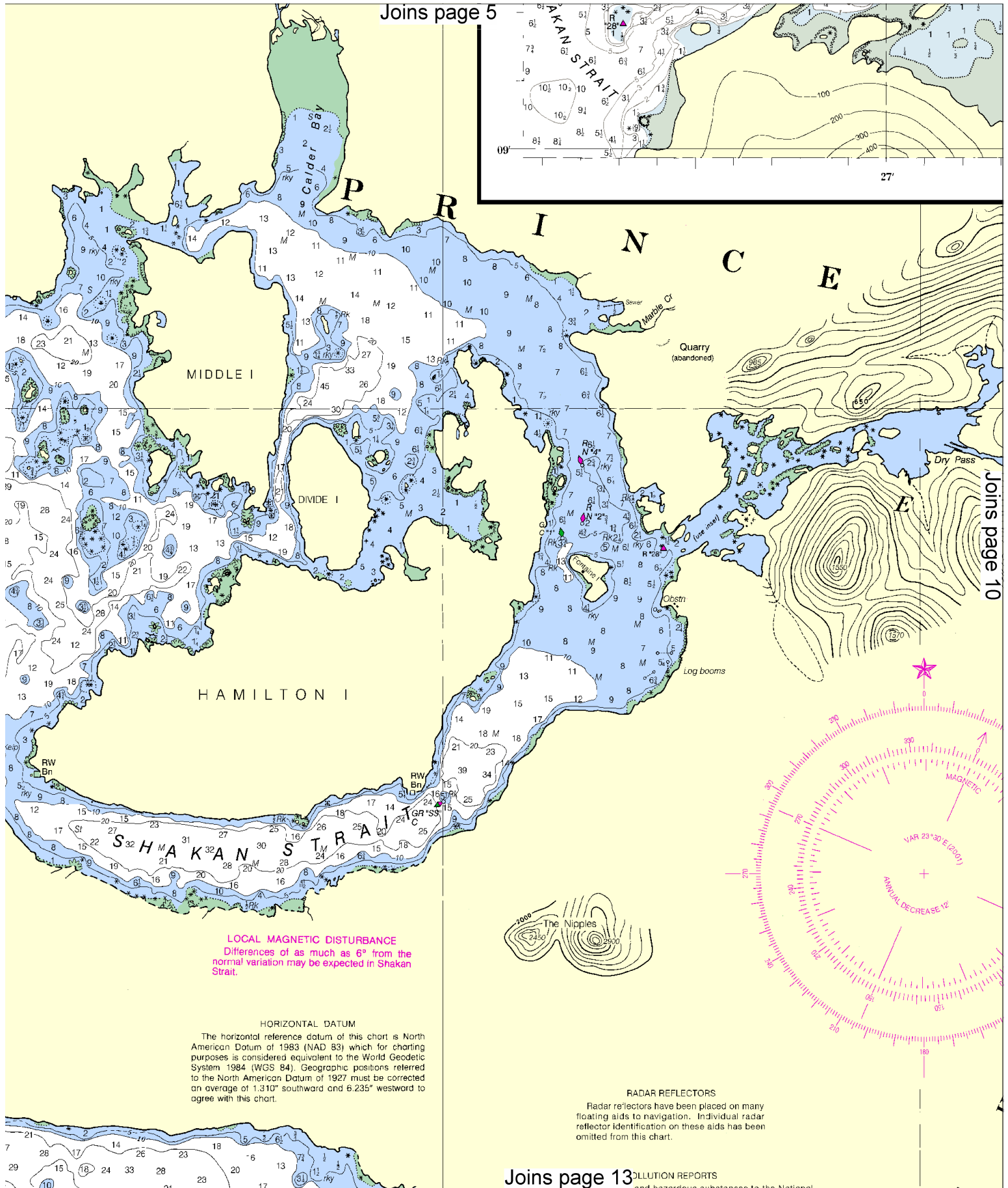
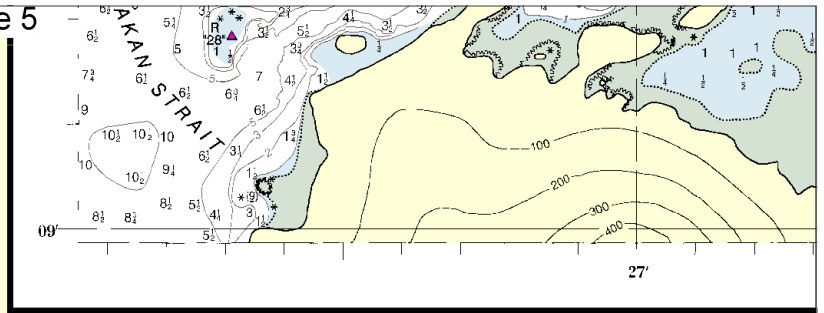
7







Joins page 5



Joins page 10

**LOCAL MAGNETIC DISTURBANCE**  
Differences of as much as 6° from the normal variation may be expected in Shakan Strait.

**HORIZONTAL DATUM**

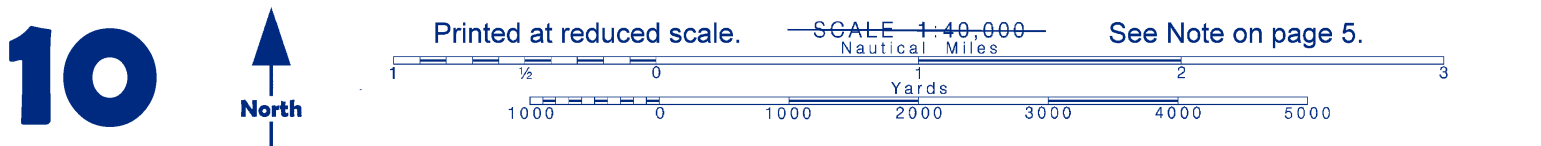
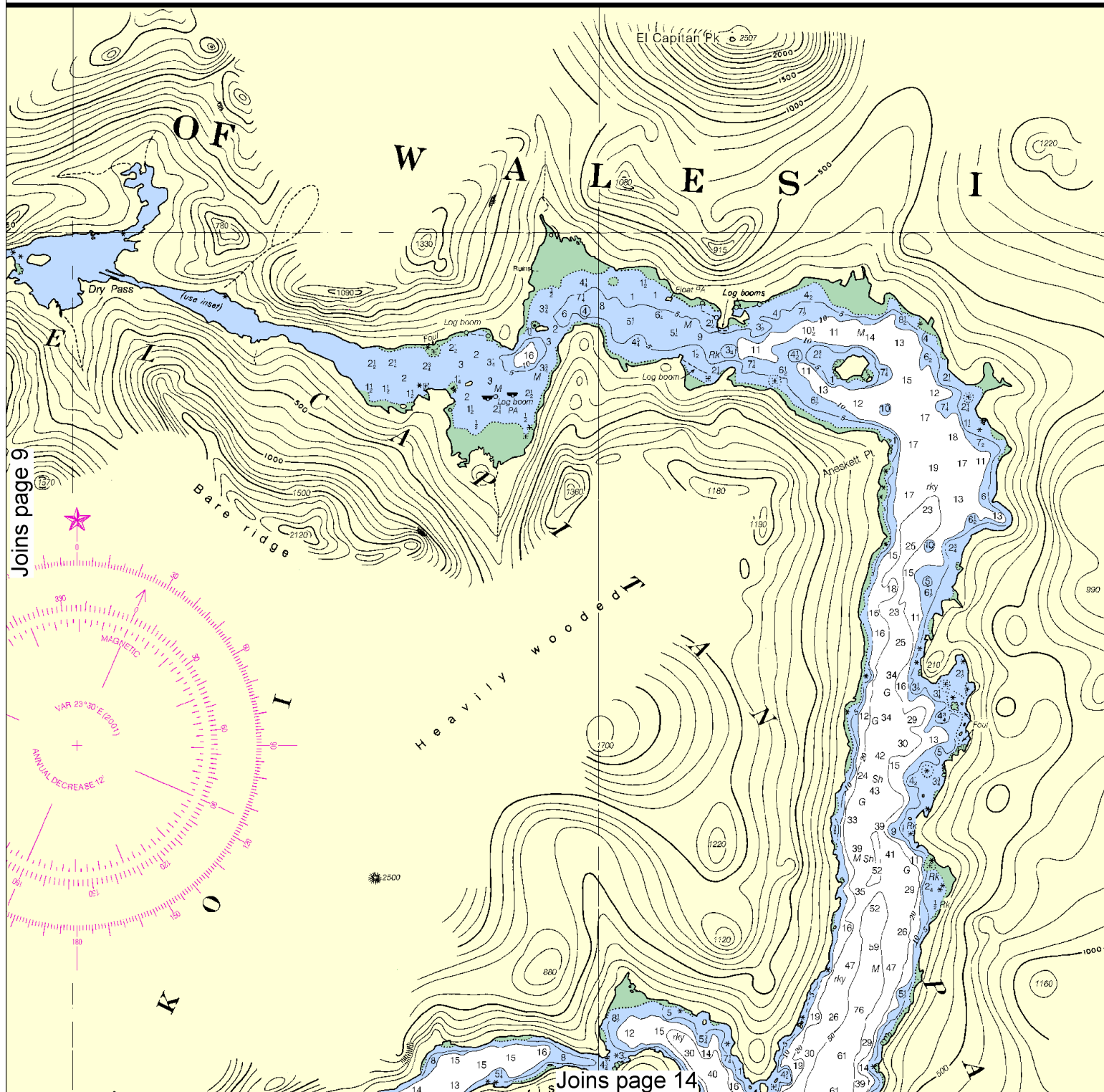
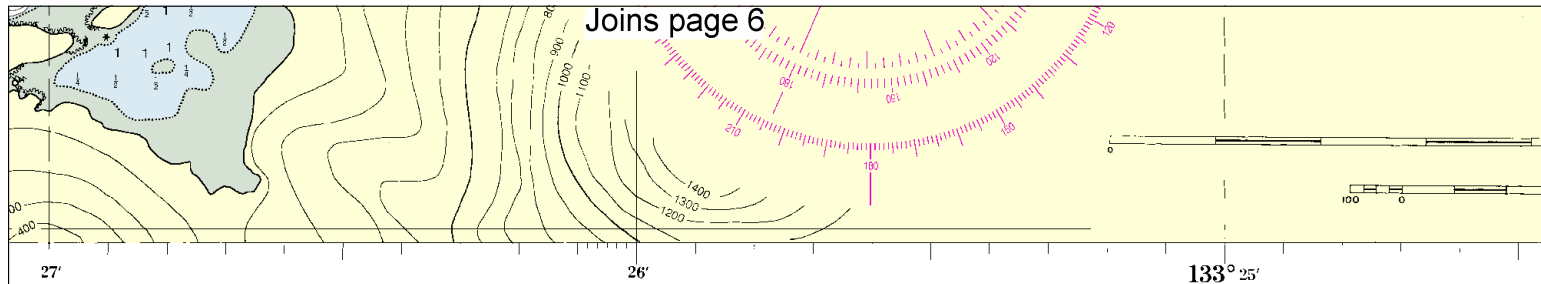
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.310" southward and 6.235" westward to agree with this chart.

**RADAR REFLECTORS**

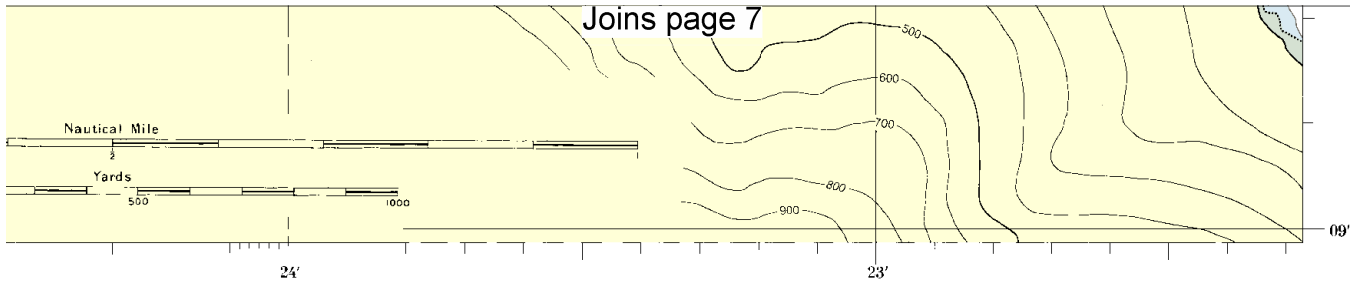
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Joins page 13

POLLUTION REPORTS  
and hazardous substances to the National



Joins page 7



UNITED STATES  
ALASKA - SOUTHWEST COAST  
PRINCE OF WALES ISLAND

SHAKAN AND SHIPLEY BAYS  
AND PART OF EL CAPITAN PASSAGE

Mercator Projection  
Scale 1:40,000 at Lat. 56°08'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

TIDE INFORMATION

Place Name (Lat/Long)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Shakan Bay Entrance (56°08'N/133°37'W)	11.7	10.9	1.4	-4.0
Shakan Strait, Kosciusko Island (56°08'N/133°28'W)	11.7	11.0	1.3	-4.0
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(01/01)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

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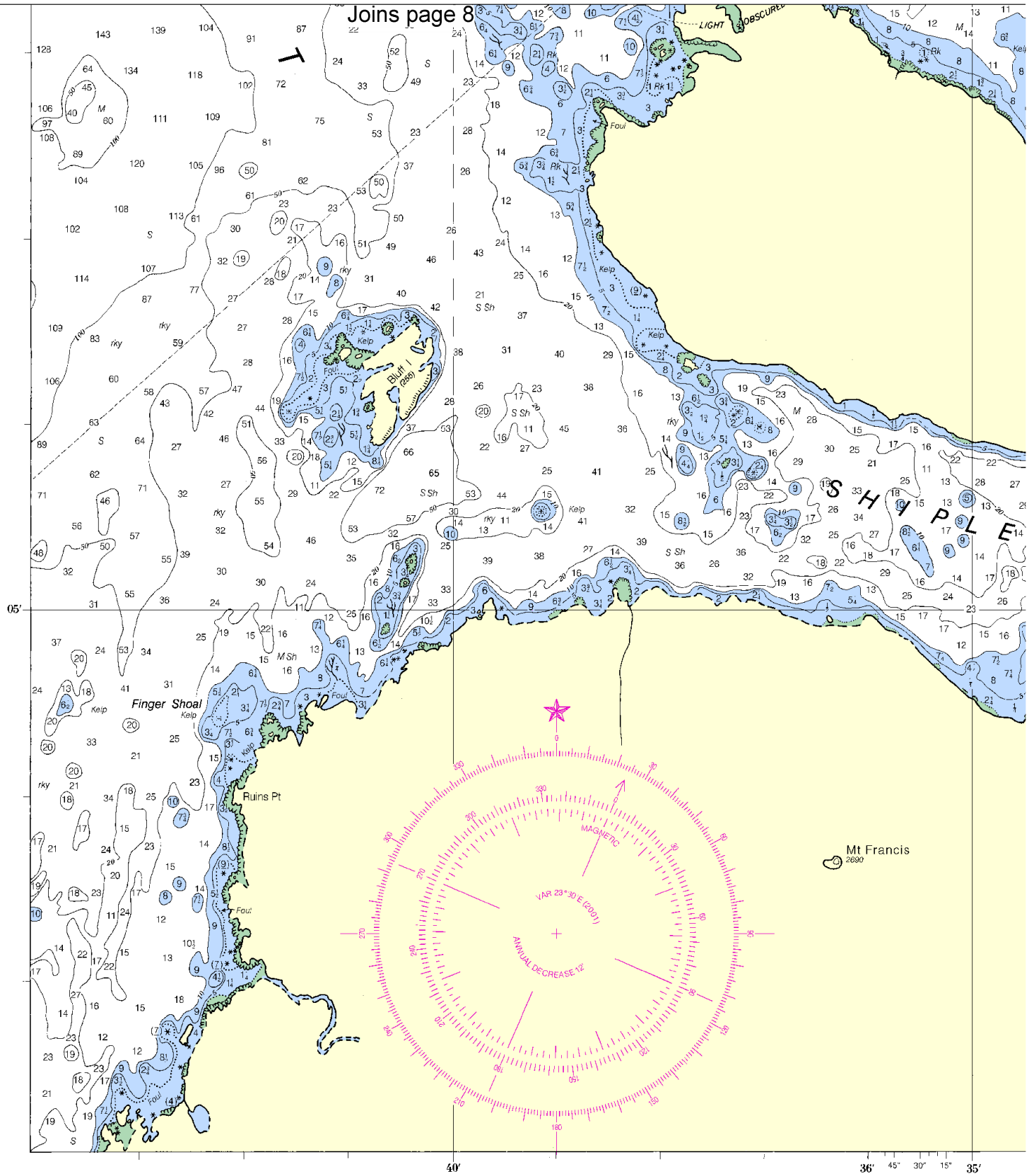
AERO aeronautica	G green	Mo morse code	R TR radio tower
Ai alternating	IQ interrupted quick	N nur	Rat rotating
B black	Iso isophase	OBSC obscured	s seconds
Br beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A dipphone	m minutes	Q quick	VG very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:  
Bld boulders Co coral gy gray

Joins page 15



Joins page 8



13th Ed., Jan 20/01 ■

17387

CAUTION

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SOUNDINGS IN FATH

12

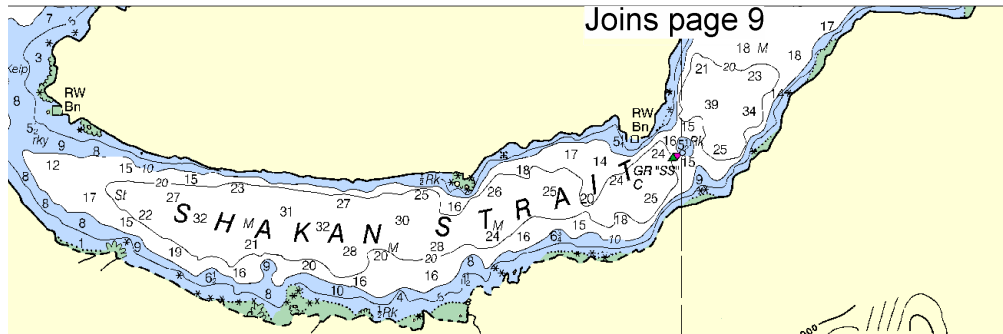


Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

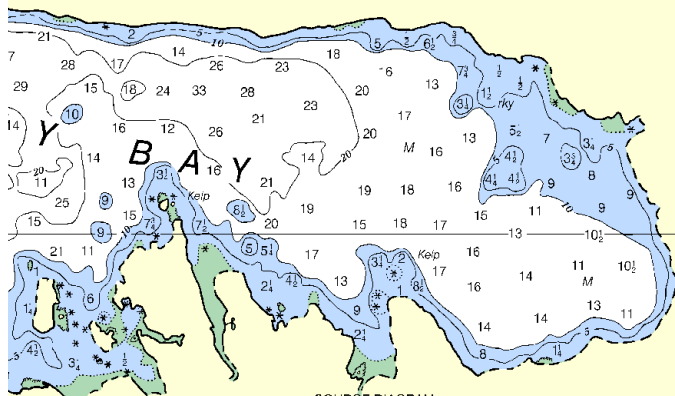




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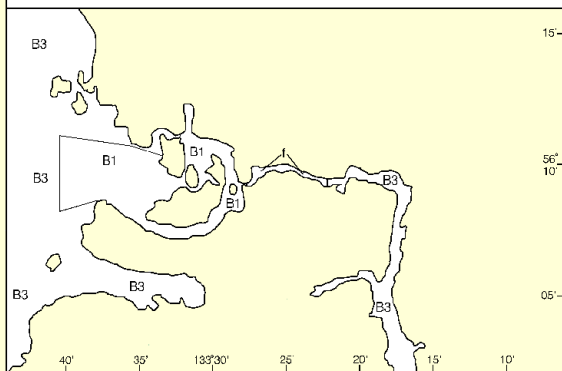


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**SOURCE**

B1 1990-2000	NOS Surveys	partial bottom coverage
B3 1940 - 1969	NOS Surveys	partial bottom coverage
f	U.S. Government Surveys	



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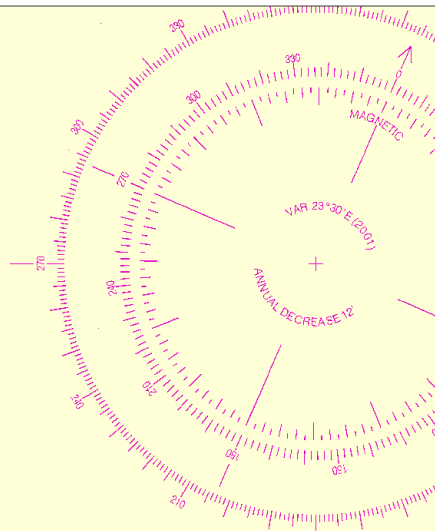
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Mt. McArthur, AK	KZZ-95	162.525 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz



International Regulation  
The entire area of the

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revision  
Notice  
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Engine  
Alaska  
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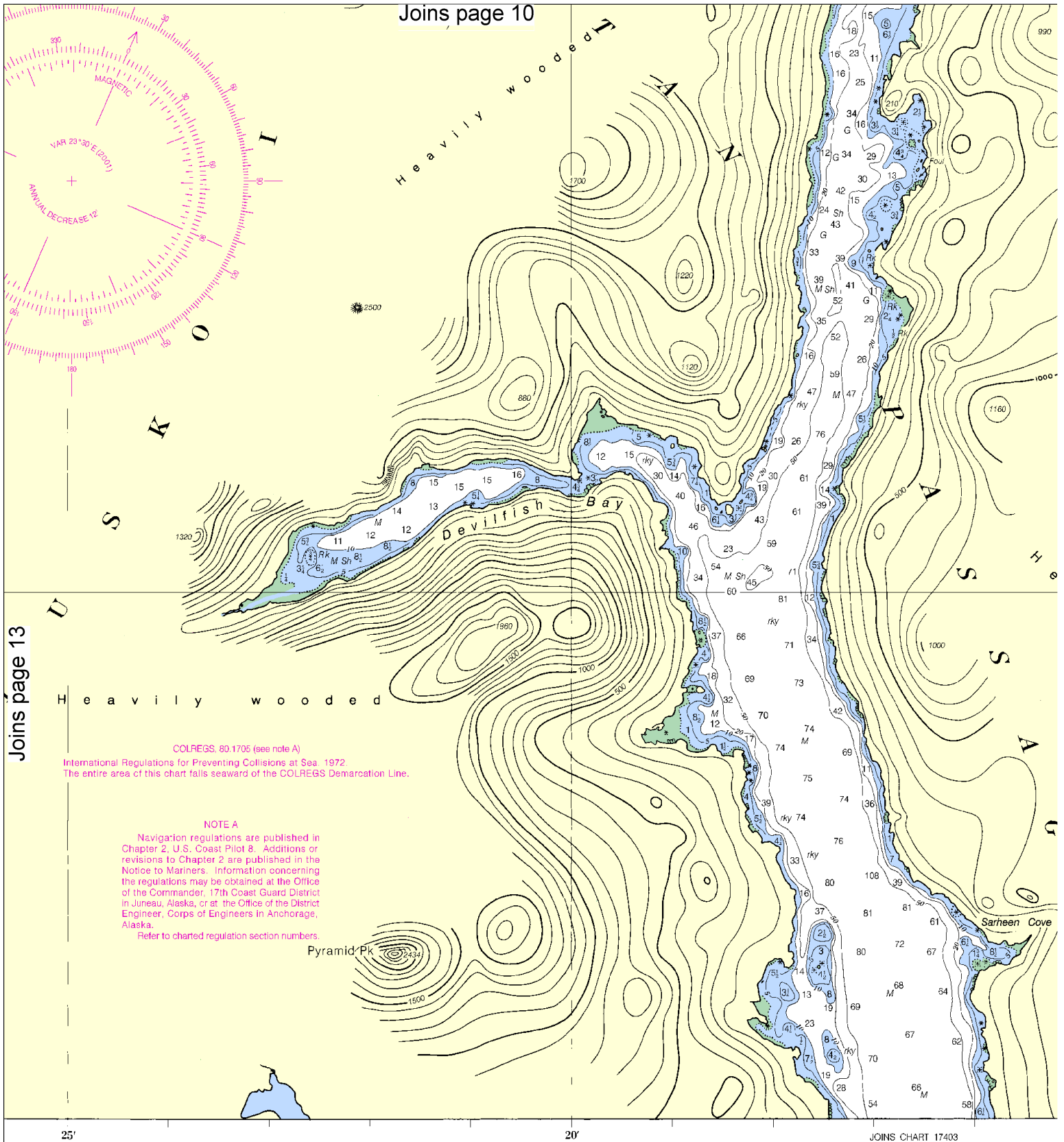
133° 30'

25'

10MS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Published at Washington, D.C.  
DEPARTMENT OF COMMERCE  
NAUTIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1

14



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Shakan and Shipley Bays  
AND PART OF EL CAPITAN PASSAGE

Mercator Projection  
Scale 1:40,000 at Lat. 56°08'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Place		TIDE INFORMATION			
		Height referred to datum of soundings (MLLW)			
Name	(Lat/Long)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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Shakan Strait	(56°08'N/133°28'W)	11.7	11.0	1.3	-4.0
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(01/01)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautica	G green	Mo morse code	R TR radio tower
Ai alternating	IQ interrupted quick	N nur	Rot rotating
B black	Isa isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	sa soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs gross	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
FD existence doubtful	PA position approximate	Rep reported	

25 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

The land area is generally heavily wooded.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Shakan and Shipley Bays  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17387

#2713 17387

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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).